## EXHIBIT 21

## Microsoft Outlook

From: Non-responsive content removed

Sent: Tuesday, March 22, 2011 7:13 AM

To: Non-responsive content removed

Cc:

Subject: WG: TPI / analyse result CR-pump US-07 / no trouble found
Attachments: WG: 8D-Reporte HD-Pumpen US07; HDP\_Späne2020693.pdf

Hello all;

Please find enclosed a additional information, regarding the last analys result for CR-pumps.

In the past Bosch had received via VW Non-responsive content removed a respectable numbers of claimed CR-pumps Typ CP4 for US-07.

Regarding the preanalyse at the VW plant and detailed analyses at the Bosch investigation point, we'd like to inform you about a important topic.

We received a few pumps with the fault description from your local VW-partner: "Metall particel at the filter". In a few cases the partner use this as an indication, to verify a mechanical breakdown from the CR-pump.

To improve this action, we'd prefer additional to remove the measuring unit on the top of the pump. If it's possible to find particel at this component, then we confirm the repair to exchange the whole fuel system. Please note:

To find some partcel or dust in the main filter box, can not be prevented. Usually you can find aluminium particel, because the housing of the filter box ist made of aluminium splash.

Attached please find a service information from your AUDI-colleagues. They have already implemented this improvement.

Mit freundlichen Grüßen / Best regards

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Robert Bosch GmbH

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38023 Braunschweig GERMANY www.bosch.com

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Sitz: Stuttgart, Registergericht: Amtsgericht Stuttgart, HRB 14000;

Aufsichtsratsvorsitzender: Hermann Scholl; Geschäftsführung: Franz Fehrenbach, Siegfried Dais; Bernd Bohr, Rudolf Colm, Volkmar Denner, Wolfgang Malchow, Peter Marks, Peter Tyroller; Stefan Asenkerschbaumer, Uwe Raschke, Wolf-Henning Scheider



From: Non-responsive content removed

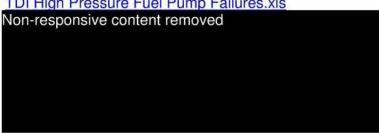
To:

CC:

Date: 8/3/2010, 7:00:13 AM

Subject: FW: AoA Q7 TDI Launch Telko

Attachments: TDI High Pressure Fuel Pump Failures.xls



Hello

FYI see pump damage. I have never seen so many before.

Best regards,

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From: Non-responsive content removed

Sent: Tuesday, August 03, 2010, 12:17 AM



Subject: AoA Q7 TDI Launch Telko

Time: Tuesday, 3rd August 2010 03:30-04:30 PM (GMT+01:00) Amsterdam, Berlin, Bern, Rome,

Stockholm, Vienna.

Location: Auburn Hills Participants - A5 Conf Room

Meeting will be changed to every other week starting Monday March 10. Meeting data will be sent beforehand.

Audio Conference Information: Bridge Name: vwoaa500

Participant Code: 999999

To:
CC:

Hello Mr.

I'm afraid there's bad news from the U.S.:

**Date:** 9/2/2009, 5:15:25 PM **Subject:** 3rd HPP failure USA BIn5

After 2 failures in the field (1x Q7, 1x Touareg) the 3rd HPP failure has now occurred in the EC endurance run:

Q7 AU716 90229 (Q7 BIN5 MJ10)

The vehicle comes from the first batch Bin5 MY09 and is already supposed to have an HPP with anti-wear package.

the vehicle was driven in mixed driving conditions, then converted to MY10 and used in the USA for cold tests and hot tests.

Mileage of vehicle/HPP: 144,075km (last change of fuel filter at 116,842 km, filter water separation at 131,631km)

## Further action:

- HPP will be sent to Non-responsive content remove for analysis
- Fuel filter will be sealed and sent to for analysis
- Fuel sample from the tank

Pictures of the MU and type label of the HPP

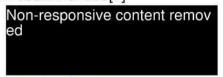
Based on the HPP data, can you make an initial statement as to the date of manufacture (did the HPP receive all AWP measures already)?

do you have the data for the other two failures?

With best wishes

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Sitz/Domicile: Ingolstadt

Registergericht/Court of Registry: Local District Court Ingolstadt

HRB Nr./Commercial Register No.: 1

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Vorstand/Board of Management: Rupert Stadler (Vorsitzender/Chairman), Ulf Berkenhagen, Michael

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